

LAND USE HEARING SIGN-IN SHEET

Valley View Short Plat/ LUA16-000272, SHPL-A, MOD

June 28, 2016, 11:00 AM

PLEASE PRINT LEGIBLY

NAME	ADDRESS (including City & Zip)	Phone # with area code (optional)	Email (optional)
3 BRUCE TRUONG	3101 SMITHERS AVE S		
4 Sharon Gangwish	700 S. 32nd Pl.		
2 Mary KLAS	618 S 32nd Place		
1 Virginia KLAS	618 S 32nd Place		
LUZ CHAN	652 S. 32nd PL.		
Mary Lou Hamby	611 S. 32nd St.		
Byron Gangwish	700 S. 32nd St.		
Mike Luu	723 S 32 ND ST Renton		
Lily Luu	723 S 32 ND ST Renton		
Andrea Smith	3111 Smithers Ave. S. Renton		
5 Paula Kied	604 Oakdale Ave SE Suite B-103		
Jerome R. Jael	701 S. 32 ND PLACE, RENTON WA 98057		
RORY DEES	10410 W. LK. SAMMAMISH DRUM ST. BELLINGHAM		

LAND USE HEARING SIGN-IN SHEET

Valley Vue Short Plat/ LUA16-000272, SHPL-A, MOD

June 28, 2016, 11:00 AM

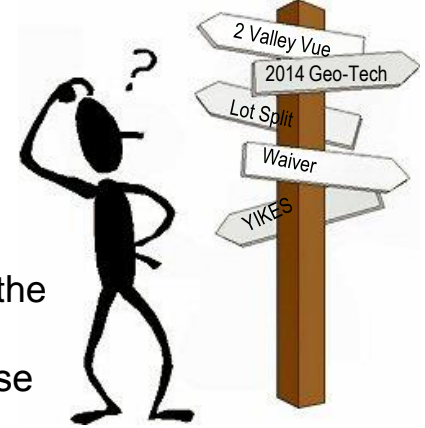
PLEASE PRINT LEGIBLY

[illegible]

Mary



Issues and Inconsistencies



1. The Winsper HOA is probably not onboard with assuming the liability of the wetland as proposed.
2. This isn't a development, it's a lot split. The access is not needed because the homes already have a private road.
3. Tract H is being proposed as a shared driveway, but doesn't meet codes, or serve any houses!!
It is acting as a feeder arterial to a private road.

2 Current Planning Applications

PROJECT NAME/NUMBER: Valley Vue Preliminary Plat / LUA14-001040, ECF, PP

NOTICE OF APPLICATION: Valley Vue Preliminary Plat NOA

MAP: Valley Vue Preliminary Plat Map

This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in CED's files will control.

DECISION(S): Valley Vue ERC Report and Exhibits; Environmental Committee Review Determination ; Report to the Hearing Examiner; Hearing Examiner Decision

Comments or questions on the above application can be directed to the project manager, Clark Close at (425) 430-7289 or cclose@rentonwa.gov.

[Return to top of page](#)

PROJECT NAME/NUMBER: Valley Vue Short Plat / LUA16-000272, ECF, SHPL-A, MQD

NOTICE OF APPLICATION: Valley Vue Short Plat NOA

MAP: Valley Vue Short Plat MAP

This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in CED's files will control.

DECISION(S):

Comments or questions on the above application can be directed to the project manager, Clark Close at (425) 430-7289 or cclose@rentonwa.gov.

[Return to top of page](#)

The 2014 Geo-Tech report was based on a proposal very different from today's and the conclusions are not relevant to this project. It is inappropriate to use as mitigation document.

Why was a Waiver of Geological Risk associated with the development of Tract H needed?

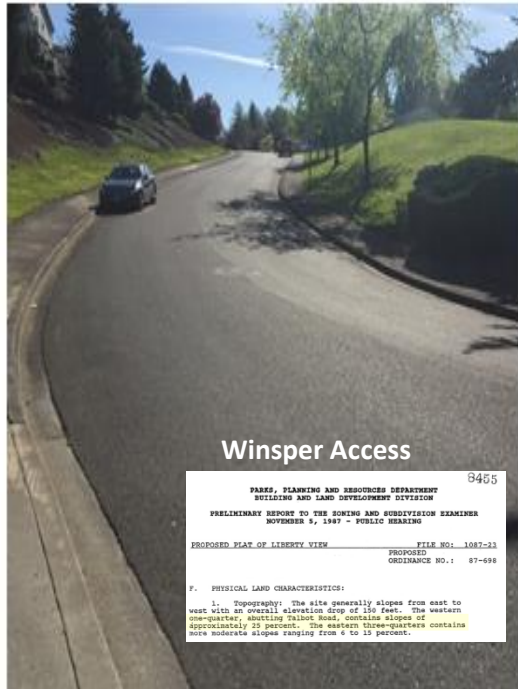
GEOTECHNICAL ENGINEERING STUDY Proposed Residential Development 3112 Talbot Road South Renton, Washington

This report presents the findings and recommendations of our geotechnical engineering study for the site of the proposed residential development to be located in Renton.

We were provided with a topographic survey of the site prepared by Axis Survey & Mapping dated August 28, 2013. We have also been provided with project plans by Land Development Advisors dated May 7, 2014. Based on these plans, we understand that the eastern of the two site residences will be removed and the western residence will remain. The development will consist of 8 residential lots and a stormwater detention pond. The lots will be accessed from the south with two driveways from South 32nd Place. Retaining walls up to 4 feet high will be constructed on the eastern side of the two proposed access driveways. Grading for the proposed lots will include cuts and fills of up to 4 feet. A stormwater detention pond will be located at the west side of the development, and a cut of up to 10 feet will be made for the pond. The pond slopes will have an inclination of 2:1 (H:V).

If the scope of the project changes from what we have described above, we should be provided with revised plans in order to determine if modifications to the recommendations and conclusions of this report are warranted.

Slope is the Same



Winsper and the Talbot access to Lot 28 have the same 15% slope. This access has been used since 1947, and is the established access with a street sign saying “Private Road 3106, 3112 and 3120”. The 175 foot easement should be improved to its full 12 foot capacity, and Lot 28 with the Fire Code required 20 foot width and turn-around. Talbot Rd. is a collector arterial and should be the preferred access option.

(The Winsper Access had a 25% slope prior to improvement)

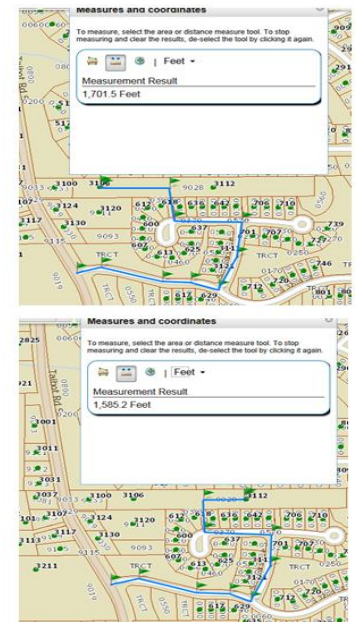
Talbot Access Direct Route for First Responders



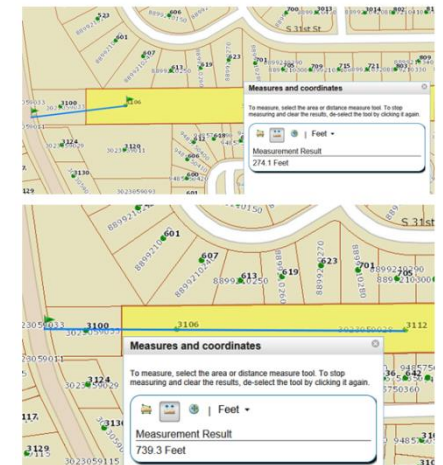
The existing private road (highlighted in red) is 274 feet to 3106 Talbot, and 739 feet to 3112.

The Winsper access (highlighted in purple) is 1,702 feet to 3106 Talbot and 1,575 feet to 3112.

Fire Access Using Winsper Access



Fire Access Using Existing Talbot Private Road



FIRE & EMERGENCY SERVICES
DEPARTMENT



MEMORANDUM

DATE: October 15, 2015
TO: Clark Close, Senior Planner
FROM: Corey Thomas, Plans Review Inspector
SUBJECT: (Valley View Short Plat - 3106 & 3112 Talbot Rd S)
PREIS-000691

- Proposed access to existing homes is acceptable. Access shall be a minimum of 20-foot wide approved roadway across Tract H. Any future development (additions, ADU's, demo and rebuild or new plats) would have to meet current code.
- Fire impact fees apply, however are a net zero dollars as credit is applied for the retained existing homes.
- Existing fire hydrants are acceptable for existing homes in their current location. Any future development would have to meet current code.

Our House



Slide 1 recording

Tract H (future ingress/egress and utilities only) is owned by Winsper until "king county approves development of tax lot 28 which requires the use of this tract. This provision was written in 28 years ago. Development Codes have changed significantly since that time, the Governing Body, and the property owner have changed as well.

Slide 2: This Is A Lot Split

This proposal does not meet the development or need requirements for the easements to be granted.

The proposal is for a "lot split"...not for a "development" (King County recording 198903141032, attached).

- Both existing houses will be left undisturbed
- All trees remain untouched.

This is despite the fact that developer stated that the front house is a "knock down" due to the extensive damage sustained during a fire last summer.

The existing houses are now being served from a PRIVATE ROAD off of Talbot. This has served them for nearly 70 years. They do not need an access through Winsper.

Slide 3: looking back on the Conclusions of Law 7/15

1. "should the applicant reapply, the applicant will still have to comply with RMC 4- 6- 060(J)(1)(a) as amended by Renton Ordinance No. 5727. As amended, RMC 4- 6-060(J)(1)(a) now requires that at least one of the lots served by the access tract must abut a public right of way with at least 50 linear feet of property" **Neither lot abuts the public right of way!**
2. "Access Tracts G and H Fail to Comply with RMC 4- 6- 060 Because of Insufficient Width. ... they are only 24 feet in width."

Slide 4: What is It?

The driveway apron, which by definition begins at the curb and progresses up the driveway, cuts into the existing driveway at 618, bisecting the main water line, and sits on top of the water meter (3.5ft from the curb). It will destroy the drainage system I had to install after flooding under my house caused by run off from Lot 28.

The disturbance limits (equipment maneuvering, grading, soil disruption) are shown to cross over the top of both the existing homes at 618 and 624 (it goes through the middle of my living room, it encroaches more than 16 feet into my driveway and backyard, and more than 10 feet into the neighboring property!) This is why it is so important to maintain the regulations which were put in place by the City to protect the public and assure reasonable development. Where are the access tract setbacks???

We have a 6 foot fence cemented in along the property line. We will not allow an easement onto our property.

The Civil Plan shows the access to extend just beyond the property line of Lot 28, not serving any homes. **What is this?**

SEPA called it a shared driveway but the HEX report doesn't mention the multiple code violations.

The SEPA addendum states that the developer would be held to the "standards of a shared driveway".

Yet this proposal does not meet at least 7 different requirements:

Slide 5: Standard Codes

1. One lot must abut a public right-of-way
2. with at least fifty (50) linear feet of property
3. and not exceed 200ft in length
4. or pose safety risk
5. maintenance is not addressed
6. a driveway cannot exceed forty percent (40%) of the frontage.
7. Driveways shall not be closer than five feet (5') to any property line.
(a 16 ft driveway on a 24ft easement does not allow 5 ft on each side)

Even if the shared driveway was connected to the closest house and the easement was considered a panhandle of that lot, it still would be only 24 feet, which is less than half the required 50 foot frontage.

Slide 6: Modification

The developer refers to the proposed access as a "private road". In the Modification request "these easements will allow access to the two lots along two private roads".

Then goes on to say "the lot creation will provide *frontage* onto the access easement and not a right-of-way S 32nd Place"

Frontage is a strip or extent of land abutting a street or water...Tract H is not a street or water!

This tract was denied for street improvements last summer!

Yet this request would allow for the easement to act as a sub-standard street and would give the Dees parcel a (ROW) frontage for potential higher development consideration. This is a twisted back door approach! Please, deny this proposal and the modification request.

WINSPIER DIVISION I

A POR. OF THE SW 1/4 SEC 29 AND THE SE 1/4 OF SEC 30, T. 23 N., R. 5E, W.M.
KING COUNTY, WASHINGTON

144/95 M

LEGEND

⊙ SET MONUMENT IN CASE

(R) RADIAL BEARING AT FRONT CORNER

BASIS OF BEARINGS
ASSUMED

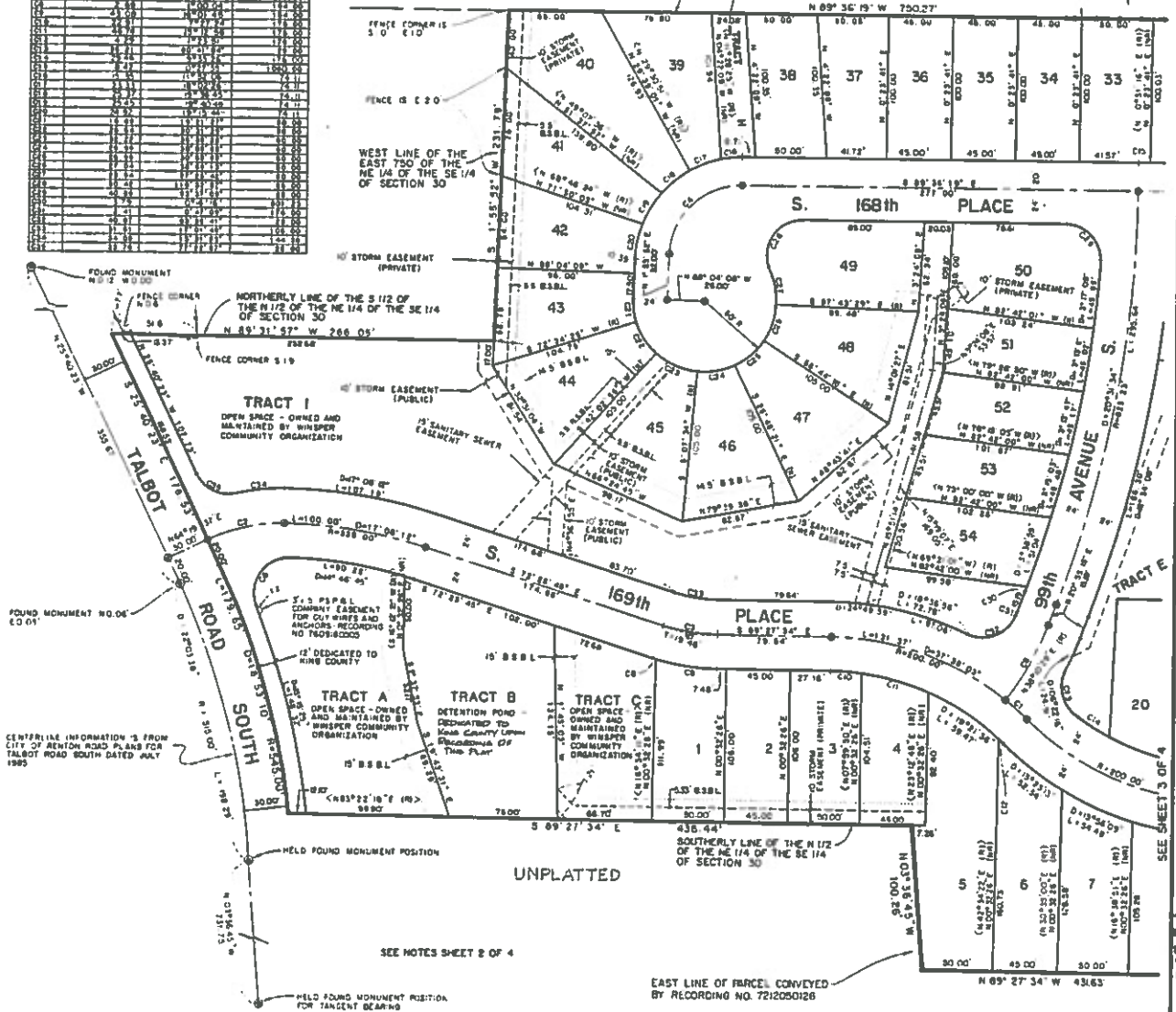
CURVE TABLE

STATION	CHORD BEARING	CHORD DISTANCE	ARC DISTANCE	CHORD BEARING	CHORD DISTANCE	ARC DISTANCE
1	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
2	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
3	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
4	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
5	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
6	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
7	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
8	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
9	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
10	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
11	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
12	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
13	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
14	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
15	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
16	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
17	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
18	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
19	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
20	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
21	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
22	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
23	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
24	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
25	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
26	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
27	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
28	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
29	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
30	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
31	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
32	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
33	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
34	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
35	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
36	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
37	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
38	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
39	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
40	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
41	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
42	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
43	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
44	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
45	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
46	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
47	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
48	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
49	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
50	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
51	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
52	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
53	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
54	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
55	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
56	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
57	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
58	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
59	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
60	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
61	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
62	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
63	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
64	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
65	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
66	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
67	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
68	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
69	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
70	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
71	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
72	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
73	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
74	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
75	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
76	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
77	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
78	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
79	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
80	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
81	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
82	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
83	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
84	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
85	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
86	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
87	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
88	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
89	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
90	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
91	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
92	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
93	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
94	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
95	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
96	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
97	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
98	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
99	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00
100	N 89° 35' 15" W	750.27	100.00	N 89° 35' 15" W	750.27	100.00

TRACT W - FUTURE INGRESS, EGRESS AND UTILITIES ONLY TO TAX LOT NO 28 - OWNED AND MAINTAINED BY WINSPIER COMMUNITY ORGANIZATION UNTIL DECIDED TO THE OWNER OF TAX LOT NO 28 AT NO COST WHEN KING COUNTY APPROVES DEVELOPMENT OF TAX LOT NO 28 WHICH REQUIRES THE USE OF THIS TRACT AND/OR TRACT E

UNPLATTED

SCALE: 1" = 50'



PRIVATELY OWNED OPEN SPACE TRACTS

TRACTS A, C, D, E, I. PERMANENT OPEN AREA: AS A REQUIREMENT FOR APPROVAL, THESE TRACTS ARE SET ASIDE AND RESERVED FOR PERMANENT OPEN SPACE AND RECREATIONAL USE FOR THE BENEFIT OF THE PRESENT AND FUTURE LOTS OF THIS SUBDIVISION AS AUTHORIZED BY ORDINANCE NO. 87-898. AS A CONDITION OF APPROVAL, THE UNDERSIGNED OWNERS OF INTEREST IN LAND HEREBY SUBDIVIDED DO GRANT AND CONVEY A PERPETUAL EASEMENT IN TRACTS A, C, D, E, I FOR USE AND BENEFIT OF ALL PRESENT AND FUTURE OWNERS OF THE LOTS OF THIS SUBDIVISION AUTHORIZED BY ORDINANCE NO. 87-898 EXCEPT AS SHOWN ON THE PLAT. NO BUILDING SHALL BE PLACED ON TRACTS A, C, D, E, I AND SUCH TRACTS SHALL NOT BE FURTHER SUBDIVIDED OR USED FOR FINANCIAL GAIN.

B.A.L.D. FILE NO. 1087-23



841 POWELL AVENUE S.W., SUITE 100
RENTON, WASHINGTON 98058
PHONE: (206) 228-6428

JOB NO. 87-02-002 DATE: SEPTEMBER 1988
DRAWN BY: JHOLSON SHEET 4 OF 4

226-666



Project Valley Vue

Bruce & Rhoda Truong
3101 Smithers Ave South
Renton, WA 98055

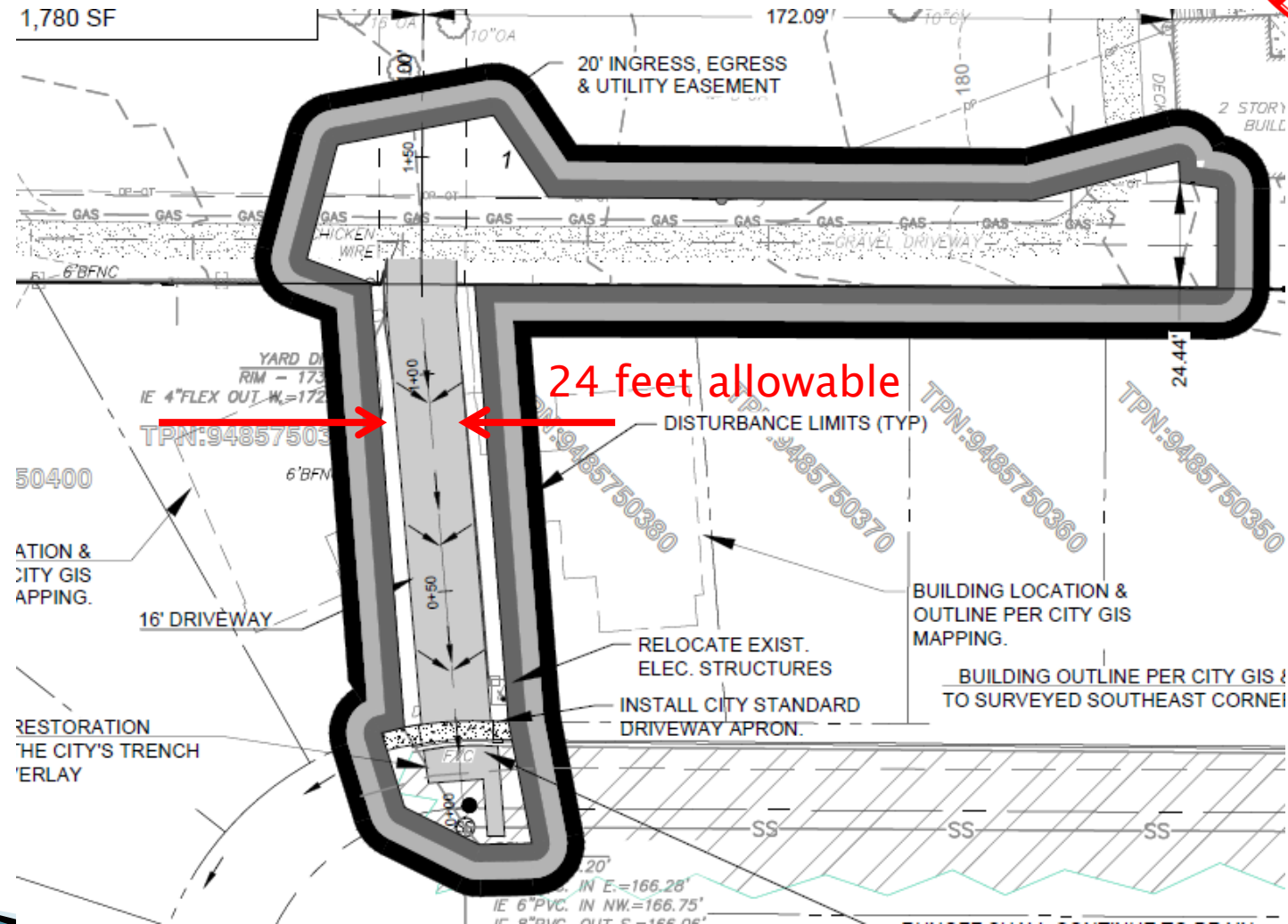
Project Valley Vue



- 1) Signed petitions (25 submitted) were sent to City Planner, Clark Close, were not included in the exhibits. They are included in this presentation for the record.
- 2) Disturbance plan is not feasible and encroached beyond private property line. Renton Code 4-6-060 J.1, requires one of the 4 lot abuts a public right-of-way with at least 50 ft linear of property.
 - 1) The plan exceeded the 24 foot width allowed between two adjacent properties
 - 2) The plan showed severed modification to the two adjacent houses
- 3) The plan called out to use existing drainage from Winsper cul-de-sac, however, there are only 2 existing drains.
 - 1) We have existing flooding/overflow during heavy rain storm in this area, especially to 618 S. 32nd Pl residence and surrounding nearby area

Disturbance Plan

~~Valley
Vue~~



Project Valley Vue



Not to scale

Project Valley Vue



Not to scale

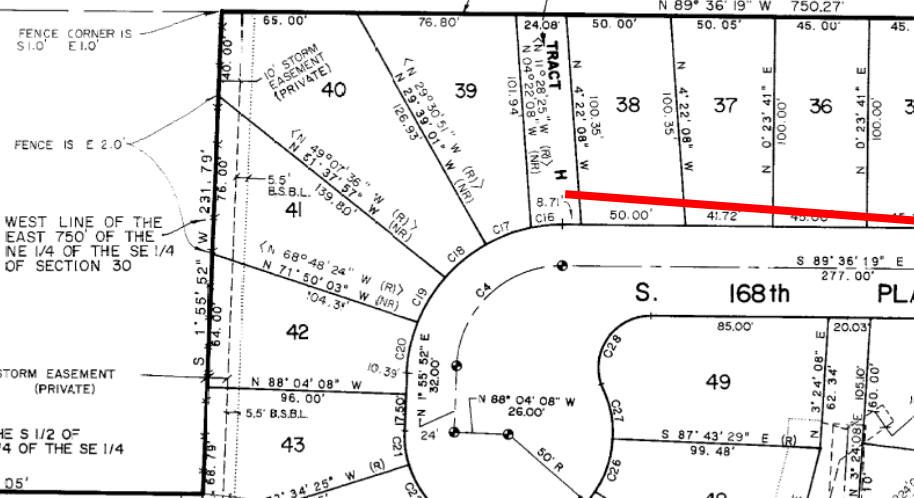
Encroaching beyond private property line

U 50
SCALE:

TRACT H - FUTURE INGRESS, EGRESS AND UTILITIES ONLY TO
TAX LOT NO. 28 - OWNED AND MAINTAINED BY WINSPIR
COMMUNITY ORGANIZATION UNTIL DECEDED TO THE OWNER OF
TAX LOT NO. 28 AT NO COST WHEN KING COUNTY APPROVES
DEVELOPMENT OF TAX LOT NO. 28 WHICH REQUIRES THE USE
OF THIS TRACT AND/OR TRACT G.

TAX LOT NO. 28
UNPLATTED

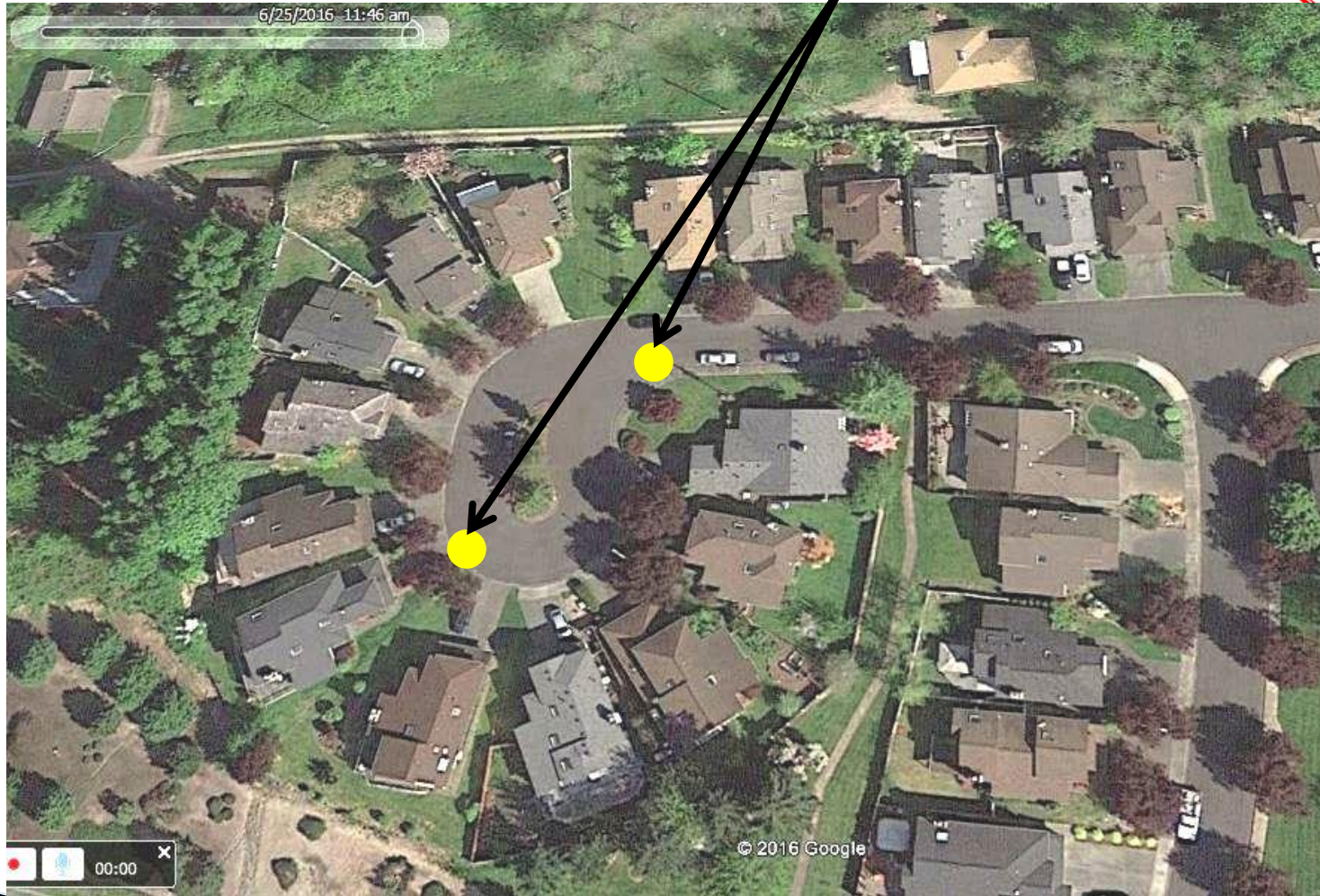
SOUTHERLY LINE N 100' OF
THE NE 1/4 OF THE SE 1/4
OF SECTION 30



Existing Drainage,
Approximate

Project Valley Vue

Existing Drains,
Approximate



Not to scale

Project Valley Vue



Conclusion:

We reject City of Renton Planning approval of ValleyVue Project for the following reasons:

- 1) Seven codes were violated relating to:
 - 1) Public Safety
 - 2) Environmental (drainage/flooding) impact to nearby Winsper home owners
 - 3) Accessibility by Emergency vehicles
 - 1) We had a house fire incident in the opposite cul-de-sac proved that the fire truck had problem turning the corner in our street.
- 2) The proposal fails to address existing drainage problem and neglected findings in SEPA report.
- 3) The proposal fails to address how the roads are maintained and maintain to the quality of nearby neighborhood.
 - 1) Winsper Home Owner Association (HOA) will not be responsible and liable for this sub-standard codes of development.

Project Valley Vue



Recommendation:

- City of Renton Planning Department to continue to work and explore existing access road, from Talbot Road, to provide optimized solution to the developer and less environmental impact to Winsper homeowners and surroundings.
- Existing access road is already served by heavy trucks to existing houses
- Road can be improved to meet and adhere to high standard City of Renton codes

City codes are meant to protect and provide safety of the citizen and homeowners, not put them at risk and endangered

Project Valley Vue



Project Valley Vue



Destroyed House
(Fire in 2015)

No Disturbance zone required



Project Valley Vue



Looking West



Existing Access Road

Looking West



Existing Access Road

Destroyed House
(fire in Summer 2015)



Existing Access Road



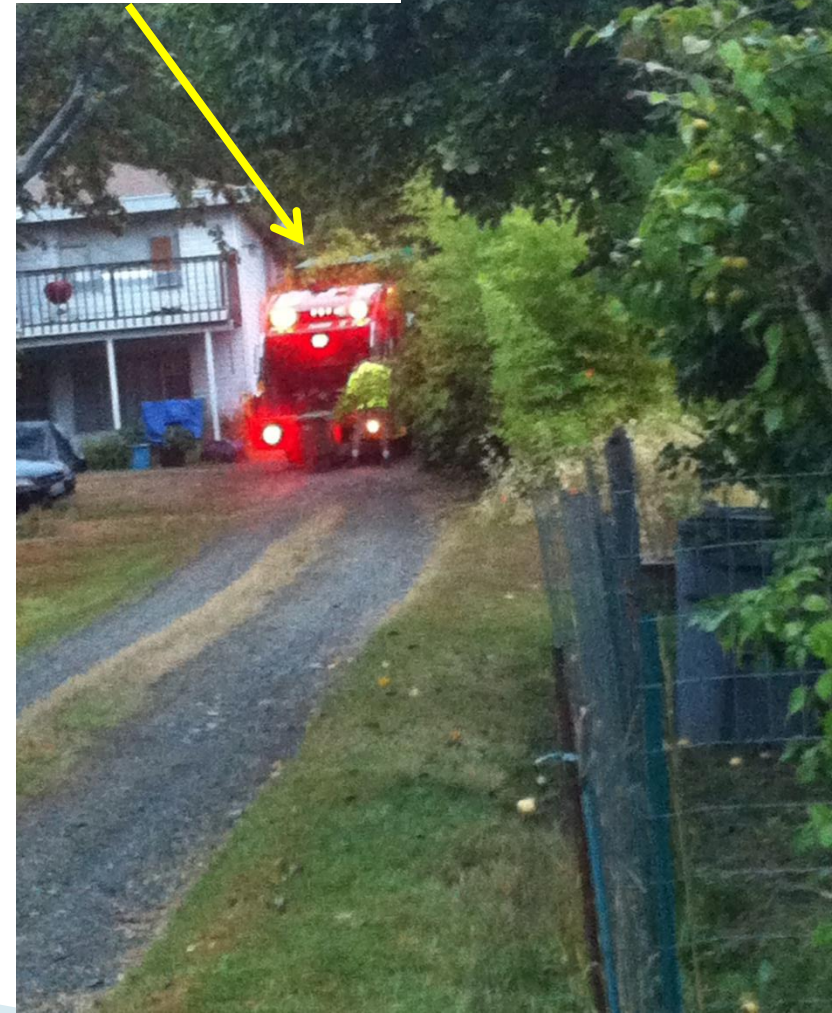
Existing Access Road

Project Valley Vue



Better access with minor improvement for all vehicles, including heavy trucks, such as garbage and recycle trucks.

Garbage Truck



Project Valley Vue



This road is solely served this lot, has not been maintained and it is not served to its full capacity



Winsper Sub-division had 25% slope prior to developed


Signed Petitions

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We would like to go on record saying that we are opposed to the Valley View proposal because it does not conform to the current Renton Municipal Codes and the proposed access point has insufficient spacing which puts our community in direct danger.

Sincerely,


612 83200 PL
Renton WA 98021

pClark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We have just been informed that Mr. Dees is proposing another plan to develop the property behind the Winsper community, with access from our neighborhood. It appears that the new plan does not meet a number of the Renton Codes which are in place to protect the public. We do not want this property to be accessed through our neighborhood because it puts the residents in our neighborhood in harm's way. It was made very clear by the Hearing Examiner for the previous Valley Vue project that spacing along these easements were insufficient and would place the nearby property owners and public at risk for injury. The easements have not changed, nor have the neighboring houses and conditions.

The fire at this property was a real wake-up call for many of us in the neighborhood about how important the codes that protect our safety are. There was a fatality in that fire last year, and the newspaper stated that the rescue was compromised by poor access. The access in this new proposal would be even more difficult for a large fire truck to navigate and put many more people at risk. We urge you to support the improvement of the current access directly off of Talbot. It is the only thing that seems to make sense.

Sincerely,

A handwritten signature in black ink, appearing to read 'Richard Lee', enclosed within a large, loopy circular flourish.

RICHARD LEE

pClark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We have just been informed that Mr. Dees is proposing another plan to develop the property behind the Winsper community, with access from our neighborhood. It appears that the new plan does not meet a number of the Renton Codes which are in place to protect the public. We do not want this property to be accessed through our neighborhood because it puts the residents in our neighborhood in harm's way. It was made very clear by the Hearing Examiner for the previous Valley Vue project that spacing along these easements were insufficient and would place the nearby property owners and public at risk for injury. The easements have not changed, nor have the neighboring houses and conditions.

The fire at this property was a real wake-up call for many of us in the neighborhood about how important the codes that protect our safety are. There was a fatality in that fire last year, and the newspaper stated that the rescue was compromised by poor access. The access in this new proposal would be even more difficult for a large fire truck to navigate and put many more people at risk. We urge you to support the improvement of the current access directly off of Talbot. It is the only thing that seems to make sense.

Sincerely,

A handwritten signature in dark ink, appearing to read "P. J. Close", written in a cursive style.

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We have just been informed that Mr. Dees is proposing another plan to develop the property behind the Winsper community, with access from our neighborhood. It appears that the new plan does not meet a number of the Renton Codes which are in place to protect the public. We do not want this property to be accessed through our neighborhood because it puts the residents in our neighborhood in harm's way. It was made very clear by the Hearing Examiner for the previous Valley Vue project that spacing along these easements were insufficient and would place the nearby property owners and public at risk for injury. The easements have not changed, nor have the neighboring houses and conditions.

The fire at this property was a real wake-up call for many of us in the neighborhood about how important the codes that protect our safety are. There was a fatality in that fire last year, and the newspaper stated that the rescue was compromised by poor access. The access in this new proposal would be even more difficult for a large fire truck to navigate and put many more people at risk. We urge you to support the improvement of the current access directly off of Talbot. It is the only thing that seems to make sense.

Sincerely,

Carl H. Close

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We have just been informed that Mr. Dees is proposing another plan to develop the property behind the Winsper community, with access from our neighborhood. It appears that the new plan does not meet a number of the Renton Codes which are in place to protect the public. We do not want this property to be accessed through our neighborhood because it puts the residents in our neighborhood in harm's way. It was made very clear by the Hearing Examiner for the previous Valley Vue project that spacing along these easements were insufficient and would place the nearby property owners and public at risk for injury. The easements have not changed, nor have the neighboring houses and conditions.

The fire at this property was a real wake-up call for many of us in the neighborhood about how important the codes that protect our safety are. There was a fatality in that fire last year, and the newspaper stated that the rescue was compromised by poor access. The access in this new proposal would be even more difficult for a large fire truck to navigate and put many more people at risk. We urge you to support the improvement of the current access directly off of Talbot. It is the only thing that seems to make sense.

Sincerely,

3121 Smithers Ave. So., Renton, WA.
Sharon & Bruce Wake

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We have just been informed that Mr. Dees is proposing another plan to develop the property behind the Winsper community, with access from our neighborhood. It appears that the new plan does not meet a number of the Renton Codes which are in place to protect the public. We do not want this property to be accessed through our neighborhood because it puts the residents in our neighborhood in harm's way. It was made very clear by the Hearing Examiner for the previous Valley Vue project that spacing along these easements were insufficient and would place the nearby property owners and public at risk for injury. The easements have not changed, nor have the neighboring houses and conditions.

The fire at this property was a real wake-up call for many of us in the neighborhood about how important the codes that protect our safety are. There was a fatality in that fire last year, and the newspaper stated that the rescue was compromised by poor access. The access in this new proposal would be even more difficult for a large fire truck to navigate and put many more people at risk. We urge you to support the improvement of the current access directly off of Talbot. It is the only thing that seems to make sense.

Sincerely,

A handwritten signature in dark ink, appearing to be 'C. Close', written over a horizontal line.

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We would like to go on record saying that we are opposed to the Valley View proposal because it does not conform to the current Renton Municipal Codes and the proposed access point has insufficient spacing which puts our community in direct danger.

Sincerely,

Jim Jones
739 S. Grady PL
Renton WA 98055
425-226-5297

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We are strongly opposed to the Valley View plan. This would bring dust, rats and traffic into our peaceful neighborhood. We are concerned that this does not seem to conform to the Renton laws. We understood from the Hearing of Valley Vue that if that plan was denied, Dees would need to follow the new set of Codes which were adopted recently.

This plan is dangerous to our neighbors who live adjacent to the easements (mentioned previously by Charles Vincent and the Hearing Examiner) and are too narrow to meet the code which requires a minimum of 50 feet public road frontage for a shared driveway. In addition, code requires that driveways not exceed 40% of the public road frontage, which is an issue as 40% of this access is nine feet and would create numerous safety issues.

A driveway going from 32nd Place access tract, to the rear exceeds the 200 feet fire safety code.

This lot and the existing houses have always been served from the Talbot access, and it is an established access. This access should be maintained and improved.

Cherie B. Forster

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We would like to go on record saying that we are opposed to the Valley View proposal because it does not conform to the current Renton Municipal Codes and the proposed access point has insufficient spacing which puts our community in direct danger.

Sincerely,


Steven Nguyen, DDS, PhD

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We have just been informed that Mr. Dees is proposing another plan to develop the property behind the Winsper community, with access from our neighborhood. It appears that the new plan does not meet a number of the Renton Codes which are in place to protect the public. We do not want this property to be accessed through our neighborhood because it puts the residents in our neighborhood in harm's way. It was made very clear by the Hearing Examiner for the previous Valley Vue project that spacing along these easements were insufficient and would place the nearby property owners and public at risk for injury. The easements have not changed, nor have the neighboring houses and conditions.

The fire at this property was a real wake-up call for many of us in the neighborhood about how important the codes that protect our safety are. There was a fatality in that fire last year, and the newspaper stated that the rescue was compromised by poor access. The access in this new proposal would be even more difficult for a large fire truck to navigate and put many more people at risk. We urge you to support the improvement of the current access directly off of Talbot. It is the only thing that seems to make sense.

Sincerely,


Monica Braun
606 S. 32nd Pl.

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We would like to go on record saying that we are opposed to the Valley View proposal because it does not conform to the current Renton Municipal Codes and the proposed access point has insufficient spacing which puts our community in direct danger.

Sincerely,


Hisami Haglund
727 S. 32nd Place
Renton, WA 98053

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,


We are strongly opposed to the Valley View plan. This would bring dust, rats and traffic into our peaceful neighborhood. We are concerned that this does not seem to conform to the Renton laws. We understood from the Hearing of Valley View that if that plan was denied, Dees would need to follow the new set of Codes which were adopted recently.

This plan is dangerous to our neighbors who live adjacent to the easements (mentioned previously by Charles Vincent and the Hearing Examiner) and are too narrow to meet the code which requires a minimum of 50 feet public road frontage for a shared driveway. In addition, code requires that driveways not exceed 40% of the public road frontage, which is an issue as 40% of this access is nine feet and would create numerous safety issues.

A driveway going from 32nd Place access tract, to the rear exceeds the 200 feet fire safety code.

This lot and the existing houses have always been served from the Talbot access, and it is an established access. This access should be maintained and improved.

Sincerely,


Thank You Very much

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We are strongly opposed to the Valley View plan. This would bring dust, rats and traffic into our peaceful neighborhood. We are concerned that this does not seem to conform to the Renton laws. We understood from the Hearing of Valley Vue that if that plan was denied, Dees would need to follow the new set of Codes which were adopted recently.

This plan is dangerous to our neighbors who live adjacent to the easements (mentioned previously by Charles Vincent and the Hearing Examiner) and are too narrow to meet the code which requires a minimum of 50 feet public road frontage for a shared driveway. In addition, code requires that driveways not exceed 40% of the public road frontage, which is an issue as 40% of this access is nine feet and would create numerous safety issues.

A driveway going from 32nd Place access tract, to the rear exceeds the 200 feet fire safety code.

This lot and the existing houses have always been served from the Talbot access, and it is an established access. This access should be maintained and improved.


Sincerely,

4375.3rd St.

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,


We are strongly opposed to the Valley View plan. This would bring dust, rats and traffic into our peaceful neighborhood. We are concerned that this does not seem to conform to the Renton laws. We understood from the Hearing of Valley Vue that if that plan was denied, Dees would need to follow the new set of Codes which were adopted recently.

This plan is dangerous to our neighbors who live adjacent to the easements (mentioned previously by Charles Vincent and the Hearing Examiner) and are too narrow to meet the code which requires a minimum of 50 feet public road frontage for a shared driveway. In addition, code requires that driveways not exceed 40% of the public road frontage, which is an issue as 40% of this access is nine feet and would create numerous safety issues.

A driveway going from 32nd Place access tract, to the rear exceeds the 200 feet fire safety code.

This lot and the existing houses have always been served from the Talbot access, and it is an established access. This access should be maintained and improved.

Sincerely,

 GA8 S 32nd PL

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We would like to go on record saying that we are opposed to the Valley View proposal because it does not conform to the current Renton Municipal Codes and the proposed access point has insufficient spacing which puts our community in direct danger.

Sincerely,



652 So 32nd Pl.-
Renton WA 98055

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We would like to go on record saying that we are opposed to the Valley View proposal because it does not conform to the current Renton Municipal Codes and the proposed access point has insufficient spacing which puts our community in direct danger.

Sincerely,



700 S 32nd PL

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We have just been informed that Mr. Dees is proposing another plan to develop the property behind the Winsper community, with access from our neighborhood. It appears that the new plan does not meet a number of the Renton Codes which are in place to protect the public. We do not want this property to be accessed through our neighborhood because it puts the residents in our neighborhood in harm's way. It was made very clear by the Hearing Examiner for the previous Valley Vue project that spacing along these easements were insufficient and would place the nearby property owners and public at risk for injury. The easements have not changed, nor have the neighboring houses and conditions.

The fire at this property was a real wake-up call for many of us in the neighborhood about how important the codes that protect our safety are. There was a fatality in that fire last year, and the newspaper stated that the rescue was compromised by poor access. The access in this new proposal would be even more difficult for a large fire truck to navigate and put many more people at risk. We urge you to support the improvement of the current access directly off of Talbot. It is the only thing that seems to make sense.

Sincerely,

Stan M. Howell
3107 Smithers Ave S
Renton, WA 98055

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We have just been informed that Mr. Dees is proposing another plan to develop the property behind the Winsper community, with access from our neighborhood. It appears that the new plan does not meet a number of the Renton Codes which are in place to protect the public. We do not want this property to be accessed through our neighborhood because it puts the residents in our neighborhood in harm's way. It was made very clear by the Hearing Examiner for the previous Valley Vue project that spacing along these easements were insufficient and would place the nearby property owners and public at risk for injury. The easements have not changed, nor have the neighboring houses and conditions.

The fire at this property was a real wake-up call for many of us in the neighborhood about how important the codes that protect our safety are. There was a fatality in that fire last year, and the newspaper stated that the rescue was compromised by poor access. The access in this new proposal would be even more difficult for a large fire truck to navigate and put many more people at risk. We urge you to support the improvement of the current access directly off of Talbot. It is the only thing that seems to make sense.

Sincerely,

A handwritten signature in dark ink, appearing to read "Clark H. Close", written in a cursive style.

Clark H. Close
Department of Community
& Economic Development
1055 South Grady Way

Dear Mr. Close,

We would like to go on record saying that we are opposed to the Valley View proposal because it does not conform to the current Renton Municipal Codes and the proposed access point has insufficient spacing which puts our community in direct danger.

Sincerely,

Alex Thompson 425-941-1044

Valley Vue Short Plat Hearing

June 28, 3016

Sharon Gangwish
700 S. 32nd Pl.



Final Decision of July 30,2015

- Tracts can not be constructed without putting the foundations and fences of adjoining homes at **risk**.
- Mr. Dee's still proposes to use both tracts in November of 2015

SEPA report of May 2016

- Tracts G would no longer be applicable to the project.
- Does this guarantee no access in the future?

I am requesting that:

- *Tract G not be granted to the developer

- *Both easements are not needed to access property and both should be denied

Statement for Valley Vue Short Plat Hearing June 28, 2016

My name is Sharon Gangwish and I have owned and resided at 700 S. 32nd Pl. for 26 years.

My property is directly east of the easement Tract G . I spoke at the hearing last July and explained that the easement slope is over a 15% grade, which results in a depth of 4 ft 8 inches at my property line. Any driveway or road constructed on this easement would require digging over 5 ft. into the hill, 5 ft from my foundation to build a retaining wall which would likely cause damage to my foundation.

In the Final Decision of July 30, 2015 "Vicki Grover, Renton Public Works civil engineer , testified that the access tracts could not be constructed without putting the foundations and fences of adjoining homes at risk." Even after this finding, Mr. Dee's proposed in his project narrative and modification request in November of 2015 that he would use both easement G and H in Winsper.

Then came the SEPA report issued May 16, 2016, page 2, second paragraph states "In addition, vehicular and pedestrian access would no longer be required to the eastern part of the lot, so the shared driveway through the existing Winsper Division No. 1 Tracts G would no longer be applicable to the project.

Does this guarantee that there will not be access granted through Tract G in the future? I don't think so.

In light of the SEPA report, last year's hearing results, and the possible damage to my foundation and property; I am requesting that since Tract G is not being used in the proposal this tract should not be granted to the developer. Furthermore, there is already a private road serving this property and both easements through Winsper should be denied.

Project No. LUA 16 - 000272

Project Name : Valley Vue Short Plat

The Residents of Winsper Division 1 affected by this Project are Against this Proposal and the conflicting information in the City Application Documents. There are many inconsistencies.

However, the Valley Vue Short Plat does not meet the required City of Renton Codes for a Shared Driveway.

Pre-Application and Project narrative called this Short Plat, Valley View. Many residents were confused by this because they went to the City of Renton web site to find the proposal and there was no Valley View listed. That is because they later changed the name of the project to Valley Vue.

Five (5) City Renton Codes are not being complied with.

- 1. City Code RMC 4-6-0601, requires the Shared Driveway be no more than 200 feet in length.**

The actual length to the nearest house is 286 feet.

There is nothing in the Code that says a Shared Driveway can serve a private road that then goes to a house. They are using this access like a street! One street leads to the next. What was the City of Renton Thinking? The courts already heard the proposal about putting in a private street last year (Valley Vue 7/15). It was denied as it was considered to be detrimental (in fact dangerous) to the community and adjacent homes due to the lack of adequate spacing.

- 2. For a Shared Driveway Renton Code requires one lot must Abut a Public-Right-Way with at least fifty (50) linear feet of property. No lots are abutting a Public-Right-Way and the Public-Right-Way is only 24 feet wide not 50 feet.**

- 3. Driveways shall not be closer than five (5) feet to any property line.
A 16 foot wide Shared Driveway is being proposed.
The Easement is 24 feet wide less two 5 foot wide strips leaves
only 14 feet for the Shared Driveway.**
- 4. Driveway Regulations state that the maximum width of a Driveway
can not exceed 40% of the frontage.
The Easement is 24 feet wide and 40% of this leaves only 9 foot
left for the Shared Driveway.**
- 5. Dees must provide for the maintenance of the easements.
He said there will be no Home Owner Association so he has not
Considered the maintenance.**

**Jerome R. Jaeb
701 S. 32 th place
Renton, Wa. 98055**